

Q: Okay. Good afternoon.

A: Good afternoon.

Q: Today is May, I mean, sorry, March 2nd, 2017. My name is Dorothea Black and I'm here at the Newton Free Library with Peter DiFoggio. Together we are participating in the Newton Talks Oral History Project that is being conducted with the Newton Free Library, Historic Newton, and the Newton Senior Center. Are we ready? Here we go. Please tell us about your connection to Newton.

A: My connection to Newton is that when I was discharged from the service I was looking for a place to live and I found a place on the corner of Churchill and Nevada Street and I bought it, but I'm formerly from Needham. I was raised in Needham and went to Needham schools, but like I said, I repeat, I come out of service, there was no construction at that time, we're all looking for a place to live, and I was fortunate enough, and the place that I bought belonged to the Hodges family. The Hodges had a business in West Newton. And a question he asked me is, "Do you like children?" I said, "Of course I like children." So he gave me a break on it. "And you're a veteran?" I said, "Yes." And that's what brought me to Newton. I've been here for 54 years.

Q: So you moved here in what year? What year did you move to Newton?

A: 1954.

Q: So you were in the United States Air Force.

A: 9th Air Force.

Q: And how did you join?

A: I enlisted in the service because somebody tapped me on the shoulders and said, "We've got to get rid of evil." I didn't have to go in the service, because I was working for the Navy Department, making valves for the ships that they needed badly that we didn't have, so I had two deferments and I got kind of tired by it, so I said, "I'll go in town and talk to the people. I want Air Force assigned."

During the time of 1940s, in the '40s the United States military controlled the Air Force. It was called the United States Air Force. But later on in years that went by they cut it up and they made the Air Force a separation branch of the military, but in the military. It's the United States Air Force. And General Kurt LaMay was the fellow that started all this changing and shifting things around. So when I went to town I enlisted and they gave me what I wanted. I said, "I want Air Force assigned." And I said, "I don't want the Navy. I don't want anything else. I don't want to be a gunner. I don't want nothing else. I just want the Air Force assigned." He said, "We can do it, but I can't take you." "Why?" He said, "Because you work for defense." I said, "I'm not working for no defense." I said, "I want to enlist." So they enlisted me.

And I got into the Air Service in 1942 and from there it was downhill all the way. So, I went through, the interviewer asked me, "So, can you come in next week?" I said, "No." I said, "I've got to give my people a couple weeks' notice before I leave them." And that's what happened. And I went right to Boston a couple of weeks later and got on a truck and a train and went to Fort Devens and they dressed me up in about 15 minutes, guys on both sides sticking needles in my arm, both shoulders, and we got all the clothes that we needed at Fort Devens at that time, and we left Fort Devens and we went to Atlantic City, New Jersey for Basic Training. Am I going too fast?

Q: No, perfect.

A: Or is that what you want to hear?

Q: That's perfect.

A: Okay. So, we got to Atlantic City with the downpour, but we had to walk from the train station to the grounds where they put us up, all the hotels and all the boardwalk were taken over by the Army, and I stayed at the Marlborough Blenheim. And we had to carry our beds up in our rooms and the sheets and everything else to make our room. So we're there for about three weeks in Atlantic City and training, Basic Training, but not Atlantic City itself, just away from it, a big field. Most of them were a couple of acres of land. A lot of young men down there.

And after Basic Training I was assigned, I went to, they shipped me to Bedford Air Base, and I was there for a short while. They didn't have too many planes. They had the P40s. The P40s are the Kitty Hawk and the War Hawk. That's the only fighter ship that the United States had. Eventually those ships went to China and they flew the Flying Tiger, they flew over there, because our manufacturer was extremely great. And I think it's time right now to commend the people of the United States. If it wasn't for the will of the people to produce as much as they did in such a short time we would not have been able to win a war, because everybody worked and they did a good job, because every family worried about their sons or their daughters. And when you could push one of these planes out in less than an hour that is production, and I give them very, very high honors, our people of the United States. But that's the effect of winning the war.

So, we went through our Basic Training and I got through that. They assigned me, my outfit to Richmond, Virginia, and that was my final base that we had. And I was at that time at the 8th Air Force. It hadn't made up the 9th yet. So, my home base was Richmond, Virginia, and that's where we did all our work that we had to do and trained and everything else. The pilots had to be trained on gunnery practice, air gunnery practice, and they didn't have enough space around, so they split the squadron up, Richmond, Langley Field, and Camp Springs, Washington.

My responsibility was to visit these bases to find out if the boys needed anything pertaining to planes, and I made the rounds every now and then. So I used to have my own Jeep, military Jeep. I used to drive from West, Camp Springs, Washington over the bridge down through Virginia into Richmond, through Richmond into Langley Field, and that was all military stuff. That was incredible, incredible.

So, after we got all of our training and assigned orders came through we're going overseas. I didn't know where it was, where we were going, how we were going. I had doubts. And we left Richmond by train and we got to Brooklyn, New York as we boarded the ship called the SS Monterey, the French [00:08:03] leased it to us or whatever they did, and I went over on the SS Monterey from Brooklyn, New York. And we went up through the North Atlantic. Ladies, you can't imagine how rough the ocean can really get, especially up in the north, and when it gets dark the water is actually black, and believe me I was scared, I was. And that ship carried at peacetime five other people, peacetime. They stripped the inside and how many troops do you think they had in there?

Q: More?

A: 2800. We were sleeping in bathrooms, in the tubs, on the floor, and every other place else we could lay on. And it took us about seven days to get to-- I finally found out we were going to England. So, it was about 12:30 in the afternoon.

But before we got there there was a couple of instances I'll never forget. Some of the ship, the convoy that we were in, that they sent us on was the biggest convoy that the United States sent over to Europe. There were battleships around us, all kinds of [00:09:35] following us all around, tankers following us, and to see those men throw a line over to get a hose over to refuel one of

the ships is something to see. The ships just went out of sight, down in the water, and then they come up again. It was incredible.

Well, we got to Liverpool in our [00:10:00] and a big booming voice came across the air, "Get off the deck. Get out of here." There was a Colonel from the military. And if we hadn't done that the ship was about ready to roll over because of the imbalance, and they were very upset about it, but we didn't know anything about it, but when he told us to get off the deck we got off the deck, so we made it.

After they got docked and tied her up they put us on the English trains. They're the most amusing thing you ever saw. That train, their cars are not like ours. They have rooms or cabins and an aisle that goes on one side of the car. And there were four people sitting in those car, I don't know what you call it, cabs or whatever. But the way they traveled in the south of England was very interesting. So we ended up in Glasgow on the Scottish border. That is a long distance from Liverpool. And that's where we were assigned to go. Now, they had for living quarters nissen huts. You know what nissen huts are made out of, metal, rolled metal. You just see them with the cement floor and one stove in the middle of this building. If you were too close you would burn to death and if you were too far you would freeze to death. So, what the hell, you go to bed with clothes on.

And that's where we stayed for a long time. So we finally got our ships in, a few at a time they were coming in, and we pulled the defense of Britain from Glasgow, Scotland down to South Hampton, and the channel is right in front of us. As soon as we got there they broke us up, they made up the 9th Air Force. I thought maybe they would, because the B17s that were, the B51s were in London, and, ladies, you can't imagine the damage that was done in London prior to we got there, and England didn't have too much, but Germany took advantage of the bombing and they had their planes to do it in, but the damage in London was extensive the time that I saw it, one time that I saw it. But, however, that came to a sudden halt.

And we finally got a whole complement of ships or planes and became the 9th Air Force. They pulled us out of the 8th and made the 9th. So, we patrolled the English Channel from Glasgow right down to South Hampton and over the channel into Normandy. Normandy sticks out in the English Channel. We did that for about maybe nine months. And the word was out that we're going to D-Day, invasion.

But one thing, ladies, that bothers me a lot is that we all have our favorites and for me General Patton was the greatest. Now, my brother was in the Pacific Theater. I was in the European Theater. The *Stars and Stripes* used to keep us posted on what took place in every place that the military were there, and now as [00:13:50] surrender, when they sent them to France they surrendered, they surrendered to him. He left, went to Sicily and the Germans surrendered to Patton, he went to Rome and the Germans surrendered to Patton. Now, this fellow got three accomplishments that you can't imagine. All of a sudden I read in the *Stars and Stripes* that General Patton's command was taken away from him, the Third Armor Division was taken away. I don't know whether you know this or not. And I said to myself, "This is what a good man does?"

And Patton was very outspoken and I admire, for a reason, and he was a very sick man mentally, because he was denied what he wanted the most was the invasion into France, but somehow or other they took him out, they took his command away and let him stay in England and make speeches to the ladies, and he told them how beautiful they looked compared to all of the so forth and so on, but he was not a happy man. And lo and behold all of a sudden we got orders that we've got to go overseas.

Now this is June 6th that the invasion took place in Omaha. I went D-plus 10, and the reason my boys were over, the big boys sent us forward as a forward echelon to set up the line for the ships to land, the landing strip. And they're the worst things you ever saw or ever seen. They laid the

hay on top of the big wide open fields and on top of the [00:15:42] and then on top of that, you know the reinforcement screen they used to cement, when they would make the cement rows, they put that on it to hold the hay down, and they had spikes three feet long on all the edges. Well, you could imagine this baby here going up and down that landing strip two or three times, after a while the landing strip becomes hollow. We were very lucky our [00:16:10] didn't hit them. They were the worst I've ever seen. Whatever, we got over alright.

But I was there on June-- let's see, help me out-- June 6th, the D-Day, D-plus 10, 16th, and I landed in Omaha with my three of my buddies to find out if the corps of engineers had made the landing strip ready for us to use. Lo and behold the engineers had to flee, because a [00:16:40] division came down from Belgium and attacked our boys and a big battle took place in Sainte Lo, right below Sainte Mere Eglise. Picture Normandy, the channel down here, 70 feet down, and over here is the Atlantic Ocean. And the Sainte Lo was right maybe about seven miles below. Well, it wasn't pleasant. The corps of engineers had to leave and the heavy artillery, when they saw us they said, "What are you doing here?" I says, "Well," I says, "we didn't walk across the channel. There was heavy artillery." Well, he said, "Who is in charge?" "I am." He said, "Well, you know what to do with the equipment."

We had to de-grease our equipment, because it had grease all over so the water wouldn't flow out. Lo and behold a couple of crank cases cracked, because the LST didn't get close enough to the edge.

Anyway, and they built a ramp. They brought in dirt and they made a ramp and it was quite steep, and the pillboxes were on top, the German pillboxes, heavy guns. We're talking about heavy stuff. And the walls going up to the boys [00:17:57]. When I was there the boys were still laying in the water. That's, what, 10 days after, and it was no good. So, we ended up, I camouflaged our equipment, all of us, three of us, and they said, "Come back to talk to me." And

we carried heavy artillery shells, 105, and 55 cannon shells for the heavy artillery. And I'm telling you I was scared and so was everybody else.

And as we were going back and forth on Normandy I looked, a flash across my left eye caught my attention, and I turned over and there was a church down in the low level, and I caught the flash and I thought it was snipers out there. And I looked down below and here is the communications people. People have to lay the telephone lines to contact and one had got knocked down, got shot right in the back of the head. And I said, "Oh god." Was just laid down. And I said to the Lieutenant, "The church tower." He swung the guns around. Off came the tower. You didn't hear it anymore. But we didn't damage the, they didn't damage the church that much, except they knocked the tower, and we could hear the screams of the Germans that were killed in that instance.

Well, we were there for, well let's see, Patton didn't get there until July 1st, well the battle was going on from that time in Sainte Lo like you wouldn't believe. [00:19:40] Division from Belgium came down, because they thought, Hitler thought that every [00:19:47] going to land in Belgium and go down to Sal [00:19:49]. They fooled him. They sent, they sent the British in Belgium and the United States down at Omaha Beach, and that's, they had the two coming in. And I saw things that were not too pleasant about it.

Finally Patton came over and it was, it was Vice President Truman at the time, and General George Patton, General George Marshall, I don't know if you've heard of him or not, General Marshall was the, in World War One and Truman were in the same outfit, so he told Vice President Truman, he says, "You better call London and get Patton over to France now." So, Truman picked up the phone and called London and they went over to pick him up. And I saw the DCT come over and saw General Patton get off with General Bradley, Bradley went over to pick, they were buddies, and he went right to where the battle was going on when it was slowing down. His command was all shot to hell.

Now, from then when he got over there they start sending tanks like you wouldn't believe. And we found a place that we could hide, because we didn't sleep until they had gone out from Sainte Lo up. I met Ernie Pyle. I don't know if you have heard of him or not, Ernie Pyle. We have talked together and the last thing I said to him, I said, "Ernie," I said, "Keep your head down." And I found out later he had gone to the Pacific, he ended, his life was ended, but I did talk to Ernie Pyle.

And so that when, on Fourth of July you can't imagine the havoc that Patton rose when he got down there. He was so upset. He said, "This should never have happened. I should have been here." Because he studied France completely. And so for about a week hell broke loose and they pushed the Germans out of Sainte Lo, and corps of engineers came in and finished their job on the landing strip and our planes come over landing. So we're sitting there at Eglise for about two months, and then from there we went down to further down Sainte Lo to [00:22:27] to Black Forest. We moved about every six weeks. Every time Patton made his advances and established ground we moved, every time. And I said to the boys one time, "Pick them up and lay them down."

It's not easy being in the Air Force. They have tents, you have to put them up, and you move you have to knock them down. You get to a place, you have to put them down, you move and you knock them down. I'm telling you, I don't want to sleep in a tent for a long time.

And we finally got over, we got into the Black Forest just [00:23:07]. We were bombing Munich at the time and Frankfurt, but the man that deserves a lot of credit also, one of the Officers, is Lieutenant Bertie. He was in a cub as a spy plane. He flew behind the lines and gave the positions of anything that was going on destructive to the United States military. So those cubs fly very quietly and they fly very low. They were always below the tree line. Lieutenant Bertie

[00:23:49] great guy, great guy, and he used to radio back [00:23:54] maps to set up the bombing divisions for these birds to get over and do it.

So, we dropped a lot, when I say we the 9th Air Force, the 358 Fighter Group consists of the 356, no 65, 66, and 67 squadrons, each squadron has about 18 ships, and that's what-- Now they, these guys here also escorted the B17s that are coming from England. Now the B51s didn't have the range to get to Berlin, so when we saw them coming over they would take off and catch up to the B17s and fly on top of them and give them escort to where they were going. And the B17 fortress, they blanket bombed Berlin like you wouldn't believe. You can't imagine the destruction. That is what broke the morale of the people of Germany, because the other part of the division, the German Army was in Russia, they were trying to get to Moscow and they couldn't get it, because now we were, Patton pushing behind them and they were going to, they had to, they had to have a miserable time, but that's what demoralized the German people is the strength that these things had and the B17s. When they saw 200 planes firing over their country, they never dreamed possible.

Now the B17 is a great ship. It's called [00:25:31]. Carries 250 pound bombs. And they just [00:25:37] out like popcorn. These bombs do damage, okay. But these guys go specifically where the plants are, troop movements, because the 17s can't move around, they have to fly straight in and straight out, these maneuver. And I'm telling you when we got into Black Forest-- Oh, we went and saw Frankfurt. Frankfurt reminded me of, if you're familiar with Kenmore Square with the median strip in the middle and the roads on both sides, exactly like our roads. And that was in Frankfurt and Munich the same way.

And their construction was like our WPA. They built houses for people, but the people were not happy at all, we could tell by their faces. Let me back up just a little bit. I spent one Christmas in France and I asked, I wrote home, because everything was censored, I wrote home to some of the people that I knew to get any kind of ribbons or the ragdolls that the children would drag around,

I said, "Give me, send me anything you can, and lollipops." And we gave the French children a Christmas party with those little things that we asked for and sent for, and they were very, very, very, very, very, very pleasant about the whole thing, and the children were very good.

Then I took a little boy to London who had never been to London. He was about 11 years old. And I had, I wanted to see some of it, so he said, "I'll be your guide." Good little fellow, good little fellow. So, I took him to London and he got a big kick out of it. I couldn't get the difference in the sterling, money changes that quick, because I didn't go there, so I gave her a bill of something, and he looked at it, he corrected her, "You overcharged my friend." She was embarrassed. I didn't say anything, so she gave me change. But some of the tips, the things you do on the side.

Q: How did you communicate with the people at home?

A: I'm sorry?

Q: How did you communicate with the people at home during this time?

A: Well, you get used to the idea of whether it's French, it's easy, but when you hear, if they talk slow you can pick it up, it's easy. But they were fascinated by the airplanes, they were really fascinated. Oh by the way, when we got, before we left England and there were no more German airplanes coming over they sent over the B1 and the B2s, pilotless plane, the V1s and the V2s, and just before, we were in the middle, just above South Hampton when we came back, but one of them landed maybe a couple hundred yards away from us, raised holy with those people. But I also saw when the boys go through, I went through a plant where they were building the jet engines, and Patton knocked the Devil out when he blew it. Of course we found our first, and his men got in there and they took everything they could move out.

But they cut the factory out of the Belvoir Mountains like a little H, and it's incredible. They had a belt behind the workers that the food would go on, and you didn't leave your place, you just threw it off and stayed there and ran the machines. And so they were very, very efficient in some regards, but in some regards they didn't have a chance. They didn't have a chance at all [00:29:54].

We got into Bastogne. You know what Bastogne is. You heard about that. Well, the ship right here was in the fight. If you see the picture of Patton that 1A, that's flight A, 1A out of four. Each flight has four ships, A, B, C, and D, and these are all colors to distinguish the planes from one another, and that's how we didn't lose any. During the Battle of the Bulge, if you remember the storm that we had here in '78, well that's what we had at Bastogne. That's why the 101st and 82nd Airborne Division was stalled. The Germans couldn't move. The 108th, 101st and 82nd couldn't move. They were locked in. And Patton couldn't move because of the storm, the freeze.

Finally on the last landing strip that we had everybody had to make a shift broom to push the snow off their landing strip. Would you believe it, ladies, that all of us, no matter whether you had a rank or not, had to keep the landing strip clear of snow, and it wasn't easy. We had no plows, no shovels, just brooms. A light, you see this thing here, shined right over my head just like that. Now nothing was defined. Socked in, fogged in, sleet, snow, or rain you couldn't get it, nobody took off. Everything was shut down. Here I look up and here is this light, and all of a sudden it gets longer and longer and longer. It lights up the whole landing strip. Off they took and they want to Bastogne and they relieved.

And Patton, I don't know if, if you see the picture when he said to one of the Chaplains, he says, "You pray to your boss for good weather tomorrow, because I need air support." And the Chaplain said, "You want me to pray to my boss so you can kill people?" Patton turned around, he says, "I don't care if you use a flying rug, you talk to your boss." But anyway that's what happened.

I was very fortunate, we were all fortunate that we didn't get hurt, but the boys had all came back and the surrender became place. The Germans, because these ships, they changed the ammunition on it, they put hand grenades tied together, about six of them tied together, and they went off, they had three of them, one, two, three bunches, and every ship took a crack at it, and as soon as they would reach they spread all over the place, and that's what really got them out.

But I will never forget the weather that we had at that time. It reminded me of the '78 after. That's how, because in Germany it's cold just like it gets cold here on the border, but the people of Germany, and I didn't see too many French people. They were underground and they were doing their thing, but I saw quite a few German people on the [00:33:40] and I would like to think that we acted as ambassadors of good will to them. We didn't argue. We didn't debate. We just greeted them and that was it. But they thanked us for what we were doing and they were hoping it would come to an end very soon, and it did.

And then my outfit, everybody's outfit, when Patton was told to stay where he was and not go to Berlin I can't imagine what this guy went through. We waited for three weeks for the Russians to come in to take over Berlin and we, our last base was at Stuttgart. We have gone through Bastogne and Patton-- Oh by the way, we have a cement landing strip. That was one of the big landing bases that we were in Germany, we didn't knock out, so we were able to use their runways. But in Stuttgart we waited there for about three, almost four weeks, and from there we came home.

But it was sad to see and hear, because we got the *Stars and Stripes* twice a week, sometimes every day. They did one hell of a job of reporting, the *Stars and Stripes of America*, because there weren't too many American writers over at the time where the heavy stuff was, but Ernie Pyle was there when the invasion was there. But that Stuttgart was a nice, I won't use the word nice, because what I went through wasn't nice, but so we left one runway untouched, and that's

what we used for takeoff and landing was that. It was pleasant. But we did it [00:35:34] because the Russians finally came in to Berlin, they invited Patton in for the good, for drinking party, and Patton wouldn't drink with them. I don't blame him. I don't blame him at all. So that was the end of it.

Then we left Stuttgart, went to Camp Lucky Strike, back to-- Oh, by the, let's go there. We came back on the Queen Mary. Now, you know how many passengers and crews the Queen Mary takes, approximately 2,000. Guess how many troops were on that ship when we came back on the Queen Mary. Give a guess.

Q: More?

A: 18,400-plus troops on the Queen Mary. I'm telling you I never slept on such hard floors in my life than the Queen Mary deck. Now, they had two swimming pools, much higher than this. They took everything out of the swimming pool and they put these hanging hammocks. God pay the guy that is on the bottom and God pay the guys on the top. I slept on the decks. I wouldn't go down. And food was being served throughout the whole four days. My bird was frozen. The fruit was frozen. All I had was [00:37:07] frankfurters, the Germans, just once with the hot water. [00:37:12] I'm telling you. But we were happy to get it. And we made it in four days and about three hours. What a great ship, great ship.

Imagine from 2,000 to 18,400-plus. I come from Needham and there were more people on the ship than there was in the town of Needham. There was only 9,000 people in the town of Needham. There was 18,000 on the Queen Mary. Incredible, incredible.

So, we got home and I was assigned, we were assigned to go to the Pacific, because the atomic bomb hadn't dropped yet, and I think Roosevelt passed on, because he didn't see the end of the war in Germany either. But when they dropped the bomb on Nagasaki and Hiroshima I was, they

stopped, because my orders read Portland, Oregon to the Pacific. I was very fortunate. And I am very grateful to my, to God and to people, because I think he saved our lives, at least mine. Coming back one of our ships got shot up and it crash landed in Germany behind the lines, and I don't know why, but I was picked for it, the Engineering Officer and radioman and [00:38:52] people, there were four of us. Each one had a duty to destroy that ship before the Germans got there.

Well, we left about 1:30 and I had to cross the Rhine River twice. Going over wasn't too bad, but coming back was getting dark, couldn't see, and it was no lights. But I stopped at the edge of the Rhine River Bank out of instinctively. By God, I opened the door, walked out, walked in front of my Jeep, and there was the Rhine River 70 feet below. If I had gone any further we would have all been killed. There is a God, at least for me. I'll say my life was saved three times.

A: So, I got back and then the bomb dropped and then everybody come home. I was discharged in September of 1945.

Q: Do you remember the last day, what that was like?

A: I'm sorry?

Q: Do you remember the last day you were in the service?

A: The last day?

Q: Yes.

A: Oh I was home, I was on leave, because we had, we didn't have any R&R, none of us did a long, well three years, and our Colonel who was a gung-ho Colonel wanted to go from where we

were right to the Pacific, and we rebelled, said, "No, we'll go to the Pacific if we go home." So we went home for 30 days. Within that period of time, that's when the bomb fell and the war ended, so I was home.

Q: Could you tell us about, something about your commendations and--

A: Commendations?

Q: -- And honors that you received?

A: I can't read it. You can have it.

Q: Silver Star.

A: No I can't read it. I can't see to read.

Q: The Silver Star for the Campaign Normandy.

A: That I get the Bronze Star, the Silver Star, Presidential Citation with Oak Leaf Cluster, Defense of England and Europe.

Q: Good Conduct Ribbon?

A: Yes.

Q: Unit Citation?

A: Young lady, aside, I'm one of those workaholics. Now I did not leave my base very often. In fact I only left it three times my whole stay in the service. At one point I went down the line, we call it the line, saw this one man working all by himself, I'm in charge, and he was kind of put out. He gave me a terrible answer. I says, "Where is your helper?" And I won't say what he said. But I went to the Orderly, or what we called the Orderly where they pick up their passes to go out to town. I picked up this guy's pass out of a basket, I put it in my pocket, and the Master Sargent didn't say a word. I put the pass in my pocket. I went down the line and I gave it to the fellow that was working on the plane, and I gave him a hand. The guy that I took the pass away from came running down, "What the hell did you do that for?" I says, "You don't leave the base when you got work to do. Now if you go any further I'll have your stripes." I said, "You get the hell out here and put your fatigues on and come down here and help him." That's what I did.

I didn't go, leave the base very often. I had too much to do. I was a worry wart. But to try putting on fatigues sometimes when you have no water and you were washing them in gasoline, put on your fatigues, would smell like gasoline. The mosquitos won't come near you. We used to get a bucket full of, a bucket full of gasoline and put the fatigues in there up and down twice, pull them out, wring them out, hang them up, in two seconds they were dry. You put them back on again. [Laughter]

Aside, you're writing, I think you'll want to write this one down. Coming back from a, coming back from a detail that I was sent for by the Colonel my buddy and I, I smelled vinegar all the way coming home, and that was the, that was France, you know, and well France I think it was. I followed the smell of that damn vinegar. "Where are you?" And we got to a warehouse and it was a pickle factory. The guards are out there. So, I fooled around, I got a couple of cases of pickles. You know these Gherkins? Oh they're delicious. We hadn't had that for about years. So I got three cases of Gherkins, I put them [00:44:17] and I gave them, of course gave them to the chef, and he put them on all everybody's dishes. All the Officers, "Who the hell is responsible for this?" "Well who else do you think it is?" The guy. So, a couple of days later they asked me if

I would go back and get some more. [Laughter] I said, "You've got to be kidding." He said, "No, we want them." I says, "You've got to give me a trip to get, you've got to give me a pass to do what I have to do." He says, "We'll give you whatever you need."

Q: It looks like our time is just about up.

A: Okay.

Q: It looks like our time is almost up, and--

A: I went back and got about six cases more, I got more, that's it.

Q: Are we done or do we have time for one more?

A: Am I going to get a copy of something like this or what is going on here?

Q: Well, thank you so much for taking the time to do this with us.

A: This is, this is good.

Q: And we're really happy to include you in the Newton Talks Project.

A: I hope you got what you wanted.

Q: Absolutely.

A: How about you, young lady? You all set? Good.

Q: Thank you.

A: Don't forget that terrible place where the gas furnaces were where they burned the people to death and the malnutrition of people that they buried practically alive, not pleasant at all.

Q: You saw so much good and bad.

—: The one thing we didn't ask you is what you want people to know a hundred years from now about your experienced, how it influenced the rest of your life.

A: I see. Yeah, you all set?

Q: Yes, thank you.

A: You want a copy of this? You got a copy machine here.

Q: We're set. Is there anything you, is there something that you can tell us about how your experience influenced the rest of your life?

A: Talk to me a little louder please.

Q: Okay. Is there something that you would like to tell us about how your experiences during the war influenced your life, made you think about war or the world?

A: My dear young lady, my training, my training, yeah, is with God, and I don't like evil, so I feel as though I went into the service to help people. I got nothing out of it. I saw sadness, a lot of sadness. I hope I gave the people some hope. That was my purpose, because I know what suffering is all about. I have stenosis in my lower back. I'm in pain 24 hours a day. And when

you couple that with no food and no water it's pretty distressing. So, I didn't get anything out of the service. I gave the service something. I didn't have anything to learn. And by the way, you shut this off?

Q: I don't know.

 : Yeah, we can end. Thank you again.

A: You know, in my, what I experienced--

END OF INTERVIEW